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# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>2</td>
</tr>
<tr>
<td>Goal and Objectives</td>
<td>3</td>
</tr>
<tr>
<td>Assumptions</td>
<td>4</td>
</tr>
<tr>
<td>Project Funding</td>
<td>4</td>
</tr>
<tr>
<td>Port Strategic Plan Alignment</td>
<td>5</td>
</tr>
<tr>
<td>Project List</td>
<td>6</td>
</tr>
<tr>
<td>PDX/PIC Area Map</td>
<td>18</td>
</tr>
<tr>
<td>PDX/PIC Project Reports</td>
<td>19</td>
</tr>
<tr>
<td>Hillsboro Area Map</td>
<td>27</td>
</tr>
<tr>
<td>Hillsboro Project Reports</td>
<td>28</td>
</tr>
<tr>
<td>Marine Terminal and Rivergate Area Map</td>
<td>42</td>
</tr>
<tr>
<td>Marine Terminal and Rivergate Area Project Reports</td>
<td>43</td>
</tr>
<tr>
<td>T2/Swan Island Area Map</td>
<td>59</td>
</tr>
<tr>
<td>T2/Swan Island Area Project Reports</td>
<td>60</td>
</tr>
<tr>
<td>East County Area Map</td>
<td>63</td>
</tr>
<tr>
<td>East County Area Project Reports</td>
<td>64</td>
</tr>
</tbody>
</table>
INTRODUCTION

The Port of Portland’s mission is to provide competitive cargo and passenger access to regional, national and international markets while enhancing the region’s quality of life.

For the most part, the Port does not own or control the surrounding transportation system that provides access to its facilities. Good access to Port properties and marine and aviation facilities is a competitive advantage for the region’s businesses and residents. The region’s economy depends on efficient movement to and through the marine and aviation gateways. Therefore, improvements to the road, rail, water and transit systems that provide access to Port facilities are of vital interest to the Port and to the region’s and state’s businesses.

Freight movement has historically played a large role in the development of the Portland area economy. Due to its location at the confluence of the Willamette and Columbia Rivers with access to the Pacific Ocean, Portland has long served as a major shipment point in the Pacific Northwest. In addition to the navigable waterways, Portland is also served by two Class 1 rail lines, two interstate highways and a network of other major roads. All these factors contribute to Portland’s development as a major distribution center for freight.

Several recent studies have substantiated the importance of investing in the transportation system and linked those investments to the region’s and state’s economic health. The Cost of Congestion to the Economy of the Portland Region (updated 2014), sponsored by a consortium of public agencies and private businesses, confirms the transportation dependency of the region’s economy and affirms that the region’s competitiveness is largely dependent upon its role as a gateway and distribution center. The study determined that improvements in the transportation system produce a 2:1 return for the economy.

The Commodity Flow Forecast Update (2006) produced by DRI/WEFA (updated in 2015 by Cambridge Systematics) predicts a doubling of freight volume moving throughout the region in 30 years. This kind of growth will dramatically impact Port facilities and will require significant investments to ensure access to them. The magnitude of regional transportation access investments and their financing are addressed through Metro’s Regional Transportation Plan (RTP), Metro’s Transportation Improvement Program (MTIP) and the State Transportation Improvement Plan (STIP). Access needs critical to Port facilities are reflected in the Port Transportation Improvement Plan (PTIP).

1 Roads owned and maintained by the Port of Portland include: NE Airport Way (between I-205 and the Airport terminal), 82nd Ave. (north of NE Alderwood Rd.), NE Frontage Rd., NE Mt. Hood Ave. (north of Airport Way), NE AirTrans Way, part of N Time Oil Rd., T-5 access road, T-6 access roads, old Marine Dr. (west of N Portland Rd.) and other misc. access roads.
GOAL AND OBJECTIVES

The Port Transportation Improvement Plan is a multimodal compilation of marine terminal, airport, road, rail, waterway, transit, bicycle and pedestrian projects, normally identified through transportation and other studies managed by or in coordination with the Port. The plan also identifies a transportation demand management program to be implemented. The plan is designed to organize transportation and transportation-related improvement needs. The goal and objectives of the Port's Transportation Improvement Plan are as follows:

Goal:

Maintain the strategic advantage provided by the transportation system in this region by addressing the surface access needs of businesses and passengers trying to reach national and international markets via Port facilities.

Objectives:

- Identify 5, 10, and 20-year surface transportation system investments that provide and maintain access to Port facilities and property developments.

- Develop a long-range vision for the financial implications of transportation system investments and integrate this long-range planning with the Port’s capital program.

- Increase public awareness of Port access needs on the city, state and private rail carrier systems.

- Facilitate coordination between the Port and appropriate public and private transportation system stakeholders to make improvements and investments that enhance access to national and international markets for the region’s businesses and residents.
ASSUMPTIONS

Contained within this document are projects generally developed from transportation studies based on the region’s assumptions about population and employment growth. These assumptions, developed by Metro in cooperation with all the jurisdictions in the region, are allocated to the land use designations of locally adopted comprehensive plans. As population and employment assumptions are updated, the needs of the transportation system are updated. The Port and other local governments participate in transportation systems studies to determine what parts of the surface transportation system (road/transit/rail/bicycle/pedestrian) are insufficient to meet the regional assumptions about passenger and freight movement.

This document represents the Port’s assessment of the transportation system and the infrastructure necessary to achieve its mission. The PTIP helps the Port focus its transportation priorities and lets the public and the Port’s partner jurisdictions know which projects will need cooperative efforts.

PROJECT FUNDING

In recent years, the overall demand for transportation improvements at the local, state and federal levels has vastly exceeded available resources. The PTIP defines Port transportation needs over a 20-year time frame. Some of the transportation improvements are on Port properties, and some are on systems that are the legal responsibility of others but serve Port facilities.

Funding for projects in the PTIP is expected from a number of sources, including the jurisdictions that have legal responsibility for the system and private interests that may benefit from the improvements. The project detail sheets identify the funding sources anticipated to implement these projects. Funds attributed to specific jurisdictions reflect specific funding commitments. Funds designated as “Committed Port Share” are in the Port’s approved budget. “Forecasted Port Share” indicates funds which the Port will obtain, whether from its own revenues or with funding from other sources. Where funds are listed as ‘Unfunded’, either a funding strategy has not yet been defined for the improvement, or changes in the project scope have impacted the existing funding strategy.

PROJECT REPORTS AND MAPS

The following pages contain a list of all projects, followed by maps of Port operation areas and individual project reports. The project reports include such details as a brief description, purpose, funding information, time frame, and strategic alignment.

Acronym Key:
Time Frame:

Projects identified in the PTIP are shown as occurring in the 5, 10, or 20-year time frames. Projects within the 5-year time frame are expected to occur within the next five years. Projects within the 10-year time frame are expected to occur between five and ten years from the time of PTIP adoption. Similarly, projects within the 20-year time frame are expected to occur between 10 and 20 years from the time of PTIP adoption.

The time frames shown are estimates. The listing of a project in a given period does not ensure that it will be constructed in that time frame. Rather, projects will be constructed when transportation/business needs support them and when funding becomes available. For many projects, this need has already been identified. However, others depend on a variety of factors, including development at Port facilities and the changing challenges of the region’s transportation system.

Port Strategic Plan Alignment

The mission of the Port is to enhance the region’s economy and quality of life by providing efficient cargo and air passenger access to national and global markets.

Critical to the Port’s effectiveness in implementing its mission are the following strategic areas of focus.

- Drive Regional Prosperity
- Deliver an Outstanding PDX Passenger Experience
- Connect People and Businesses to Markets
- Promote Excellence in Organizational Effectiveness

The project reports identify which of the strategic areas of focus the projects most closely align with.
<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Purpose</th>
<th>Time Frame (Years)</th>
<th>Total Cost</th>
<th>Area Map</th>
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<tbody>
<tr>
<td>1</td>
<td>PDX NEXT</td>
<td>Includes Terminal Core, Terminal Balancing, and PACR projects.</td>
<td>Expand airport capacity, functionality, and resilience.</td>
<td>5</td>
<td>$2,131,500,000</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>2</td>
<td>82nd Ave./Airport Way Grade Separation</td>
<td>Construct grade-separated overcrossing.</td>
<td>Provide efficient movement of traffic to PDX properties.</td>
<td>5</td>
<td>$87,000,000</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>3</td>
<td>Airport Way Rehabilitation - West</td>
<td>Rehabilitate Airport Way West of 82nd - east and west and make improvements to pedestrian and traffic flow at the intersection of NE 82nd &amp; Air Cargo Rd and NE 82nd &amp; Airport Way.</td>
<td>The project will improve Airport Way west of 82nd and will improve traffic flow at 82nd Avenue, Air Cargo Road and Airport Way.</td>
<td>5</td>
<td>$11,700,000</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>4</td>
<td>PDX Runway Seismic Retrofit</td>
<td>The runway at PDX and associated taxiways, aprons, navaids and lighting will be retrofitted for a seismic event.</td>
<td>Provide a seismically resilient runway at PDX.</td>
<td>10</td>
<td>$150,151,000</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>5</td>
<td>Tri Met Double Track</td>
<td>Construct a second track west of 82nd where only one exists today and extend Red Line service beyond Beaverton to Hillsboro.</td>
<td>Assure more on-time reliability and safety.</td>
<td>10</td>
<td>$200,000,000</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>6</td>
<td>Tri Met Double Track Bike/Ped Path</td>
<td>Construct a multi-use path on the north side of Air Cargo Road between the MAX platform and the PDX Travel Center.</td>
<td>Provide a safe facility for pedestrians and bicyclists.</td>
<td>5</td>
<td>$2,000,000</td>
<td>PDX/PIC</td>
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<tr>
<td>7</td>
<td>Alderwood and Columbia Blvd. Intersection</td>
<td>Widen and signalize intersection on Columbia Boulevard at Alderwood Rd.</td>
<td>Provide transportation link to the cargo area located within the south airport area and to support Columbia Corridor freight movement.</td>
<td>5</td>
<td>$5,058,349</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
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<td>Purpose</td>
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<tr>
<td>8</td>
<td>Cully Blvd. and Columbia Blvd. Intersection</td>
<td>Widen and signalize intersection on Columbia Boulevard at Cully Blvd.</td>
<td>Provide transportation link to the cargo area located within the south airport area and to support Columbia Corridor freight movement.</td>
<td>5</td>
<td>$6,575,000</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>9</td>
<td>Alderwood Street Bikeway</td>
<td>Provide bike lanes or pathway on Alderwood Road between Columbia Blvd. and the Alderwood Trail.</td>
<td>Improve safety and provide better separation from motor vehicle traffic.</td>
<td>5</td>
<td>$2,500,000</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>10</td>
<td>PDX Transportation Demand Management (TDM)</td>
<td>Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible bus shuttle through Tri Met.</td>
<td>Fulfill TDM requirements of PDX Master Plan. Implement TDM projects and programs recommended in the PDX Alternative Modes Study.</td>
<td>5</td>
<td>$2,000,000</td>
<td>PDX/PIC</td>
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<tr>
<td>11</td>
<td>PDX Roadways Signing Update</td>
<td>Update roadway signs to current national guidelines.</td>
<td>Support customer experience and safety.</td>
<td>5</td>
<td>$1,400,000</td>
<td>PDX/PIC</td>
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<tr>
<td>12</td>
<td>Cornfoot Road Multimodal Safety Improvements</td>
<td>Provide a separated multi-use path on the north side of NE Cornfoot Road. Install traffic signal at Air Trans Way.</td>
<td>Increase safety and provide improved bicycle and pedestrian access along NE Cornfoot Road.</td>
<td>5</td>
<td>$3,708,539</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>13</td>
<td>SW Quad Access</td>
<td>Provide street access from 33rd Ave. into SW Quad.</td>
<td>Provide efficient movement of traffic to developing PDX properties.</td>
<td>10</td>
<td>$5,917,500</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>14</td>
<td>33rd Avenue/Marine Drive Intersection Improvements</td>
<td>Signalize and modify the intersection of NE 33rd Avenue and Marine Drive.</td>
<td>Improve safety and access for 33rd Avenue. May incorporate bike and ped facilities as well.</td>
<td>5</td>
<td>$5,760,643</td>
<td>PDX/PIC</td>
</tr>
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<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
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<td>15</td>
<td>Columbia Blvd. Widening (82nd Ave. - 60th Ave.)</td>
<td>Widen Columbia Blvd. to five lanes.</td>
<td>Address system bottleneck along Columbia Blvd.</td>
<td>20</td>
<td>$15,000,000</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>16</td>
<td>11th/13th (at Columbia Blvd.): Crossing Elimination</td>
<td>If feasible, eliminate the at-grade crossing and improve alternate roadway access.</td>
<td>Improve Kenton Mainline operation and eliminate a modal conflict.</td>
<td>5</td>
<td>$1,000,000</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>17</td>
<td>HIO Taxiway A Reconstruction</td>
<td>Rehabilitate full length parallel Taxiway A and select connectors including drainage, lighting, and markings. Addresses locations identified by FAA's Runway Incursion Mitigation program.</td>
<td>Provide improvements identified in HIO 2006 and 2018 Master Plans.</td>
<td>5</td>
<td>$14,500,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>18</td>
<td>HIO 13R-31L RSA Modifications</td>
<td>Implement modifications to correct non-standard grading conditions and reduce waterfowl habitat in the runway safety area.</td>
<td>Modify and mitigate for non-standard grading conditions and water features in the runway safety area.</td>
<td>5</td>
<td>$21,200,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>19</td>
<td>HIO Relocate Taxiway AA</td>
<td>Relocate Taxiway AA 122 feet to the east and extend from Exit A5 to Taxiway G.</td>
<td>Replace existing Taxiway AA with a new taxiway with the appropriate design separation from Taxiway A. Construct a perimeter road extension between Taxiway AA and existing tenant ramps.</td>
<td>20</td>
<td>$7,300,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>20</td>
<td>HIO Crossfield Taxiways</td>
<td>Construct a new crossfield Taxiway.</td>
<td>Provide better taxiway circulation.</td>
<td>5</td>
<td>$3,663,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>21</td>
<td>HIO Construct Terminal Apron</td>
<td>Construct a new apron on the airside of the new terminal building, along with new stormwater infrastructure.</td>
<td>Provide new apron to serve new terminal building.</td>
<td>10</td>
<td>$5,086,000</td>
<td>Hillsboro</td>
</tr>
<tr>
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<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
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<tr>
<td>22</td>
<td>HIO Taxiway A6 Improvements</td>
<td>Reconfigure Taxiway A6.</td>
<td>Provide pilots with enhanced situational awareness as they transition from the runway to the taxiway and to eliminate direct access from apron areas to the runway.</td>
<td>10</td>
<td>$882,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>23</td>
<td>HIO Taxiway B2 Relocation</td>
<td>Relocate Taxiway B2.</td>
<td>Eliminate direct access to Runway 2-20 from the east side T-hangers.</td>
<td>20</td>
<td>$881,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>24</td>
<td>HIO Northside Taxilane and Enabling Infrastructure (Phase I)</td>
<td>Construct taxi lane parallel to Taxiway D in the North quadrant.</td>
<td>Provide access from the planned flight school development parcel to the airfield.</td>
<td>20</td>
<td>$2,175,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>25</td>
<td>HIO Runup Pad Construction on Taxiway D</td>
<td>Expand the existing runup pads adjacent to Taxiway D near each end of Runway 31L-31R.</td>
<td>Allow aircraft to perform pre-takeoff checks without blocking access to runway ends.</td>
<td>20</td>
<td>$1,225,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>26</td>
<td>HIO Vehicle Service Road Construction</td>
<td>Construct vehicle service roads to Airport locations.</td>
<td>Improve and realign vehicle service road in the West quadrant for compatibility with general aviation development.</td>
<td>20</td>
<td>$1,950,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>27</td>
<td>HIO Helipad Construction</td>
<td>Construct a helipad in the North quadrant near Taxiway D.</td>
<td>Will provide three helipad landing sites to for helicopter training activity.</td>
<td>20</td>
<td>$535,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>28</td>
<td>HIO Northside Taxilane and Enabling Infrastructure (Phase II)</td>
<td>Construct taxi lane parallel to Taxiway D in the North quadrant, north of Phase I.</td>
<td>Will provide airfield access to planned general aviation hangers adjacent to the flight school.</td>
<td>20</td>
<td>$2,383,000</td>
<td>Hillsboro</td>
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<tr>
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<td>29</td>
<td>HIO Taxiway B Extension</td>
<td>Extend Taxiway B parallel to Runway 2-20.</td>
<td>Provide taxiway adjacent to new terminal building.</td>
<td>20</td>
<td>$3,263,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>30</td>
<td>HIO Apron Connectors</td>
<td>Create new taxiway and hold apron pavement in conjunction with new terminal development.</td>
<td>Provide for a safer and more efficient flow of aircraft taxiing.</td>
<td>20</td>
<td>$840,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>31</td>
<td>HIO Taxiway E-Middle Portion</td>
<td>Connect taxiways to Runway 13R-31L.</td>
<td>Second phase to the new parallel taxiway between the parallel runways.</td>
<td>20</td>
<td>$7,488,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>32</td>
<td>HIO Taxiway E-North Connector</td>
<td>Connect the north ends of Runway 13R-31L and Runway 13L-31-R.</td>
<td>Provide connectivity between the north end of the runways.</td>
<td>20</td>
<td>$5,000,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>33</td>
<td>HIO Taxiway B Extension</td>
<td>Extend Taxiway B beyond the end of Runway 2-20 to the flight museum.</td>
<td>Provide airside access to a proposed learning campus.</td>
<td>20</td>
<td>$604,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>34</td>
<td>NE 30th Avenue Extension to Flight School</td>
<td>Provide a roadway from NE 30th Avenue to the planned flight school and new general aviation development sites.</td>
<td>Will provide required landside access to the new flight school location.</td>
<td>20</td>
<td>$2,109,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>35</td>
<td>Springer Street Extension</td>
<td>Extend NE Springer Street to the west and provide temporary cul-de-sac.</td>
<td>To enable non-aviation development of airport land not needed for aeronautical purposes.</td>
<td>5</td>
<td>$2,780,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>36</td>
<td>Widen NE 30th Avenue</td>
<td>Widen NE 30th Avenue and NE Springer Street to comply with City of Hillsboro standards.</td>
<td>To enable non-aviation development of airport land not needed for aeronautical purposes.</td>
<td>5</td>
<td>$2,508,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>37</td>
<td>Intersection improvements at NE 30th Avenue and NE Evergreen Road</td>
<td>Add turn lanes and signalization.</td>
<td>To enable non-aviation development of airport land not needed for aeronautical purposes.</td>
<td>5</td>
<td>$1,026,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>38</td>
<td>Relocate NE 25th Avenue</td>
<td>Relocate NE 25th Avenue to the west.</td>
<td>Comply with FAA Runway Object Free Area requirements.</td>
<td>10</td>
<td>$3,203,000</td>
<td>Hillsboro</td>
</tr>
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<td>Map ID</td>
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<tr>
<td>39</td>
<td>Relocate NE Cornell Road</td>
<td>Relocate a portion of NE Cornell Road to the south.</td>
<td>Comply with FAA Runway Object Free Area requirements.</td>
<td>10</td>
<td>$2,859,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>40</td>
<td>Extend NE Springer Street to NE Brookwood Parkway</td>
<td>Extend NE Springer Street to NE Brookwood Parkway.</td>
<td>Facilitate development of Port industrial properties.</td>
<td>20</td>
<td>$4,997,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>41</td>
<td>Intersection Improvements at NE Springer Street and NE Brookwood Parkway</td>
<td>Construct improvements needed to accommodate the extension of Springer Street.</td>
<td>Facilitate development of Port industrial properties.</td>
<td>20</td>
<td>$497,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>42</td>
<td>NE 34th Avenue and NE Cornell Road Improvements</td>
<td>Construct intersection improvements at NE 34th and Cornell, as well as a roundabout north of the intersection.</td>
<td>Facilitate development of Port properties.</td>
<td>20</td>
<td>$4,528,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>43</td>
<td>Connect Phase II Loop Road to Cornell Road</td>
<td>Provide intersection improvements to connect interior loop road to NE Cornell Road.</td>
<td>Facilitate development of Port properties.</td>
<td>20</td>
<td>$2,533,000</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>44</td>
<td>T6 Crane Drives for Cranes 6380 and 6381</td>
<td>Crane management system upgrades for Cranes 6380 and 6381.</td>
<td>Improve operational efficiencies for the container cranes.</td>
<td>5</td>
<td>$2,800,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>45</td>
<td>T6 Auto Terminal</td>
<td>Pavement renewal, processing building, rail ramp and office.</td>
<td>Capture demand for mid level auto account.</td>
<td>5</td>
<td>$35,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>46</td>
<td>T6 Berth 603 Low Dock</td>
<td>Modify existing berth for roll on-roll off (RORO) vessels.</td>
<td>Capture demand for high and heavy cargo.</td>
<td>5</td>
<td>$8,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
<td>Total Cost</td>
<td>Area Map</td>
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</tr>
<tr>
<td>47</td>
<td>T6 Electrical and Lighting Replacements</td>
<td>Replace electrical feeders and equipment and high mast lighting.</td>
<td>Modernize the electrical and lighting facilities at T6.</td>
<td>5</td>
<td>$8,700,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>48</td>
<td>T6 Transload Site Development</td>
<td>Develop a 17 acre transload facility by creating a connection to Peninsula Terminal Railroad and a driveway under the Marine Drive bridge.</td>
<td>Allow dual rail access to T6 and create additional industrial jobs.</td>
<td>10</td>
<td>$3,325,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>49</td>
<td>T6 Internal Roadway</td>
<td>Provide road connection between Suttle Road site and T6 main yard.</td>
<td>This will connect the main T6 yard to the Suttle Road development site.</td>
<td>10</td>
<td>$6,100,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>50</td>
<td>Columbia River Mouth Jetty Refurbishment</td>
<td>With Jetty A and North Jetty now complete, complete refurbishment of the South Jetty at the mouth of the Columbia River.</td>
<td>This is a critical repair of the jetties at the Columbia River Bar.</td>
<td>5</td>
<td>$239,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>51</td>
<td>Lower Columbia River Channel Maintenance Plan</td>
<td>Assist the Army Corps to establish a federally required 20 year strategic plan to manage deposition of Columbia River dredge material from the navigation channel.</td>
<td>Ensure there is sufficient dredged material disposal capacity for a minimum of 20 years.</td>
<td>5</td>
<td>$1,500,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>52</td>
<td>Rivergate ITS</td>
<td>Intelligent Transportation System in Rivergate.</td>
<td>Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT’s Highway information systems.</td>
<td>5</td>
<td>$480,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>53</td>
<td>Marine Dr. Improvement Phase 2</td>
<td>Construct rail overcrossing on Marine Dr.</td>
<td>Avoid road/rail conflict.</td>
<td>20</td>
<td>$13,644,200</td>
<td>Rivergate</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
<td>Total Cost</td>
<td>Area Map</td>
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<tr>
<td>54</td>
<td>Marine Drive ITS Improvement</td>
<td>Install a CCTV at Portland Road and changeable message signs at N. Portland Road, North Vancouver Way and NE 185th Drive.</td>
<td>Improve traffic efficiency in the Columbia Corridor.</td>
<td>10</td>
<td>$200,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>55</td>
<td>North Portland Junction</td>
<td>Upgrade railroad with revised crossovers, centralized traffic control tie-in and increased turning radius.</td>
<td>Accommodate higher rail speeds at the junction, which provides greater capacity.</td>
<td>10</td>
<td>$9,160,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>56</td>
<td>Kenton Rail Line Upgrade</td>
<td>Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP’s Kenton Line.</td>
<td>Expand rail capacity and reduce delays for greater efficiency.</td>
<td>10</td>
<td>$25,382,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>57</td>
<td>I-5 Columbia River Bridge</td>
<td>Increase the number of lanes and add transit capacity across the river.</td>
<td>Increase multi-modal capacity across the Columbia River and relieve congestion.</td>
<td>10</td>
<td>$2,982,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>58</td>
<td>BNSF Fallbridge Double Tracking</td>
<td>Double-track the Fallbridge line to Washougal.</td>
<td>Increases capacity of the BNSF east-west mainline serving Port of Portland.</td>
<td>10</td>
<td>$72,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>59</td>
<td>Time Oil Road Reconstruction</td>
<td>Reconstruct Time Oil Road.</td>
<td>Provide improved access to South Rivergate industrial area.</td>
<td>10</td>
<td>$9,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>60</td>
<td>Rivergate Boulevard Overcrossing</td>
<td>Grade separate the South Rivergate Lead at Rivergate Blvd.</td>
<td>Improve rail and vehicle traffic flow in Rivergate Industrial District.</td>
<td>5</td>
<td>$26,158,076</td>
<td>Rivergate</td>
</tr>
<tr>
<td>61</td>
<td>Bonneville Rail Yard Build Out</td>
<td>Construct two interior yard tracks and complete the double track lead from the wye at the east end of the yard to Barnes Yard.</td>
<td>Add rail staging capacity for South Rivergate.</td>
<td>10</td>
<td>$3,600,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>62</td>
<td>Ramsey Yard Utilization</td>
<td>Connect existing set out track with industrial lead.</td>
<td>Improve unit train staging capabilities at Ramsey Rail Yard.</td>
<td>10</td>
<td>$1,700,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
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<tr>
<td>63</td>
<td>T4 Dry Bulk Expansion</td>
<td>Provide additional loader, storage, and rail capacity with new yard and dumper pit.</td>
<td>The project will allow additional throughput at Terminal 4.</td>
<td>5</td>
<td>$200,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>64</td>
<td>T4 Berth 410, 411 Rail Yard Improvements</td>
<td>Construct additional rail track in the Berth 410 and 411 rail yard.</td>
<td>Improve the efficiency of the rail yard by creating additional rail capacity.</td>
<td>10</td>
<td>$7,800,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>65</td>
<td>T4 Second Entrance</td>
<td>Design and construct a second entrance to Terminal 4.</td>
<td>Support additional rail expansion at Terminal 4.</td>
<td>5</td>
<td>$14,200,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>66</td>
<td>T4 Pier 1 Tracks 704-709</td>
<td>Perform upgrades and rehabilitation on tracks 704-709.</td>
<td>Support rail car storage needs of Terminal 4 tenants</td>
<td>5</td>
<td>$1,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>67</td>
<td>Terminal 4 Pier 1 Site Preparation</td>
<td>Remove Berths 405 and 408, the grain leg platform and tower, and the grain elevator</td>
<td>This project will facilitate the redevelopment of approximately 30 acres of vital marine</td>
<td>5</td>
<td>$38,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>in the Pier 1 area of Terminal 4.</td>
<td>industrial property in the Portland Harbor.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>68</td>
<td>Barnes to Terminal 4 Rail</td>
<td>Provide a new track from Barnes Yard to Terminal 4. Includes replacement of Lombard</td>
<td>Improve rail access to Terminal 4.</td>
<td>5</td>
<td>$10,543,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bridge.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>69</td>
<td>Terminal 4 Automobile Yard Expansion</td>
<td>Design and construct six acres of porous pavement parking for the storage of imported</td>
<td>The project will provide additional land to meet auto storage capacity needs of Toyota,</td>
<td>10</td>
<td>$3,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>automobiles.</td>
<td>supporting the Port's automobile import business line.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>70</td>
<td>T4 Electrical Replacements</td>
<td>Replace obsolete electrical components.</td>
<td>Replace obsolete electrical components at Terminal 4, including relocating and replacing</td>
<td>5</td>
<td>$2,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>the feeder between the grain elevator and Berth 401.</td>
<td>the feeder between the grain elevator and Berth 401.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>71</td>
<td>Cathedral Park Quiet Zone</td>
<td>Address rail switching noise by improving multiple public rail crossings in the St.</td>
<td>To allow auto import operations to continue to grow in N. Portland and improve</td>
<td>5</td>
<td>$8,200,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Johns Cathedral Park area.</td>
<td>neighborhood livability.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
<td>Total Cost</td>
<td>Area Map</td>
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</tr>
<tr>
<td>72</td>
<td>St. Johns Pedestrian District</td>
<td>Improvements could include restriping, curb extensions and other pedestrian and bicycle amenities on Lombard St. that do not impede truck movement, as well as intersection improvements and signalization.</td>
<td>Maintain truck movement and minimize conflicts with bicycles and pedestrians between Philadelphia Ave. and Lombard St. at Pier Park.</td>
<td>5</td>
<td>$3,346,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>73</td>
<td>Willamette River Channel Deepening</td>
<td>Deepen the portions of the Willamette River with deep draft infrastructure to -43' where appropriate.</td>
<td>To allow Willamette River terminals to benefit from the Columbia River’s controlling depth. To follow maintenance to -40 feet.</td>
<td>10</td>
<td>$200,000,000</td>
<td>Rivergate</td>
</tr>
<tr>
<td>74</td>
<td>Berth Deepening at T4</td>
<td>Deepen berths at Terminal 4 to allow deeper draft vessels to transit the planned 43 foot channel. Tied to Willamette River Channel Deepening. Cost TBD.</td>
<td>Allow better utilization of Panamax-class bulk vessels.</td>
<td>10</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>75</td>
<td>PSU ITS Expansion</td>
<td>Expand PSU's existing web based ITS &quot;count sensor&quot; program beyond the freeway to some key arterials throughout the region and create a repository of regional freight data.</td>
<td>To secure truck flow and congestion data.</td>
<td>5</td>
<td></td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>76</td>
<td>Dredge Oregon Pipe, Scows and Pontoons</td>
<td>Acquire 2,000 feet of dredge pipe, pontoons, anchor scows and anchors.</td>
<td>Allow Dredge Oregon to make full use of recent repower and pump material 14,000 feet.</td>
<td>5</td>
<td>$10,200,000</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>77</td>
<td>New Dredge Tender</td>
<td>Replace the existing vintage tugboat W.L. Williams with a newly constructed modern work-boat vessel. Repower tugboat Clackamas.</td>
<td>Improve operational support for Dredge Oregon dredging operations and improve environmental performance.</td>
<td>5</td>
<td>$6,000,000</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>78</td>
<td>Dredge Oregon Support Equipment</td>
<td>Repower or replace navigation equipment including support vessels and landside equipment such as bulldozers.</td>
<td>Improve productivity and environmental performance.</td>
<td>5</td>
<td>$2,000,000</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
<td>Total Cost</td>
<td>Area Map</td>
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<tr>
<td>79</td>
<td>North Willamette Greenway Trail</td>
<td>Pedestrian and bicycle trail from Kelly Point Park to the Steel Bridge along the Willamette River. The money associated for this project is for a study only.</td>
<td>Improve pedestrian and bicycle connectivity in North Portland. Coordinate implementation with the City of Portland.</td>
<td>20</td>
<td>$500,000</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>80</td>
<td>Portland Terminal Railroad Power</td>
<td>Install Dispatcher Controlled Power Switches between Lake Yard and Terminal 2.</td>
<td>Will reduce blockage of mainline for BNSF, UPRR and Amtrak.</td>
<td>5</td>
<td>$10,805,000</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td></td>
<td>Switches</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>81</td>
<td>TTD Reconstruct runway 7-25</td>
<td>Reconstruct existing 150’ x 5400’ runway; narrow to 75’ wide, reduce length to 4500’, relocate/reconstruct edge lighting, construct required drainage improvements.</td>
<td>Project identified in 2016 TTD Master Plan.</td>
<td>5</td>
<td>$22,100,000</td>
<td>East County</td>
</tr>
<tr>
<td>82</td>
<td>40 Mile Loop Trail: Blue Lake Park</td>
<td>Construct a mixed use off road trail connecting Blue Lake Park and Sundial Road.</td>
<td>Combined with the Port’s Reynolds levee trail it will complete gaps in the 40 Mile Loop Trail.</td>
<td>5</td>
<td>$3,424,073</td>
<td>East County</td>
</tr>
<tr>
<td></td>
<td>to Sundial Rd.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>83</td>
<td>Sundial Road at Graham Road</td>
<td>Install traffic signal.</td>
<td>Address traffic growth at Troutdale Reynolds Industrial Park.</td>
<td></td>
<td>$1,000,000</td>
<td>East County</td>
</tr>
<tr>
<td>84</td>
<td>TRIP Road Access Phase 3</td>
<td>Road improvements to serve Phase 3 industrial development. Actual project will be developed in coordination with stakeholders.</td>
<td>Address off-site transportation impacts.</td>
<td>10</td>
<td></td>
<td>East County</td>
</tr>
<tr>
<td>85</td>
<td>Sandy Blvd. Widening to 4 lanes</td>
<td>Sandy Blvd. widen to 4 lanes and center turn lane (181st-202nd) with sidewalks and bike lanes.</td>
<td>Improve east west capacity and serve developing industrial property.</td>
<td>10</td>
<td>$10,000,000</td>
<td>East County</td>
</tr>
<tr>
<td>86</td>
<td>Sandy Blvd. Widening to 3 lanes</td>
<td>Sandy Blvd. widen to 3 lanes (207th to 238th), add sidewalks and bike lanes.</td>
<td>Improve east-west capacity and serve adjacent developing industrial property.</td>
<td>10</td>
<td>$7,438,000</td>
<td>East County</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
<td>Total Cost (Dollars)</td>
<td>Area Map</td>
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</tr>
<tr>
<td>87</td>
<td>NE Hogan at NE Stark Street</td>
<td>Add right turn lanes on all approaches and second northbound and southbound left</td>
<td>Address intersection capacity affecting access to Gresham Vista Business Park.</td>
<td>5</td>
<td>$1,908,431</td>
<td>East County</td>
</tr>
<tr>
<td></td>
<td></td>
<td>turn lanes.</td>
<td></td>
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</tr>
<tr>
<td>88</td>
<td>NE 223rd at Stark</td>
<td>Add eastbound and northbound right turn lanes and southbound left turn lanes.</td>
<td>Address intersection capacity affecting access to Gresham Vista Business Park.</td>
<td>5</td>
<td>$1,196,756</td>
<td>East County</td>
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</tr>
<tr>
<td>89</td>
<td>NE 238th Drive: Halsey to Glisan</td>
<td>Construct improvements for freight by modifying road curvature. Also adds improvements</td>
<td>Will improve freight access to Gresham Vista Business Park.</td>
<td>5</td>
<td>$9,769,340</td>
<td>East County</td>
</tr>
<tr>
<td></td>
<td></td>
<td>for bikes and pedestrians.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90</td>
<td>NE 223rd Avenue Widening</td>
<td>Widen to three lanes between Halsey Street and Marine Drive.</td>
<td>Upgrade the facility to major collector urban street standards.</td>
<td>5</td>
<td>$4,437,809</td>
<td>East County</td>
</tr>
</tbody>
</table>
Project Name: **PDX NEXT**

- **Map ID:** 1
- **Time Frame (Years):** 5 years
- **Total Cost:** $2,131,500,000
- **Year of Cost Estimate:** 2019

**Project Type:** Aviation
**Operation Area:** PDX/PIC
**Project Description:** Includes Terminal Core, Terminal Balancing, and PACR projects.

- **Purpose:** Expand airport capacity, functionality, and resilience.
- **MW NUM:** 101888, 102191
- **RTP Related:**
- **Recent Study:** Airport Futures

**Port Strategic Area:** Deliver an Outstanding PDX Passenger Experience
- **RTP 2045 Illustrative**
- **RTP 2045 Constrained**
- **Conditioned Project**
- **Identified in STIP**

**Port Share**
**Committed:**
**Forecasted:** $2,131,500,000

**Private:**
**Other:**
**Unfunded:**

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Project Name: **82nd Ave./Airport Way Grade Separation**

- **Map ID:** 2
- **Time Frame (Years):** 5 years
- **Total Cost:** $87,000,000
- **Year of Cost Estimate:** 2018

**Project Type:** Road
**Operation Area:** PDX/PIC
**Project Description:** Construct grade-separated overcrossing.

- **Purpose:** Provide efficient movement of traffic to PDX properties.
- **MW NUM:** 700261
- **RTP Related:** 10362
- **Recent Study:** Airport Futures Transportation Impact Study (2010)

**Port Strategic Area:** Deliver an Outstanding PDX Passenger Experience
- **RTP 2045 Illustrative**
- **RTP 2045 Constrained**
- **Conditioned Project**
- **Identified in STIP**

**Port Share**
**Committed:**
**Forecasted:** $82,000,000

**Private:**
**Other:**
**Unfunded:**
Project Name: **Airport Way Rehabilitation - West**

- **Map ID:** 3
- **Time Frame (Years):** 5 years
- **Total Cost:** $11,700,000
- **Year of Cost Estimate:** 2019
- **Project Type:** Road
- **Operation Area:** PDX/PIC
- **Project Description:** Rehabilitate Airport Way West of 82nd - east and west and make improvements to pedestrian and traffic flow at the intersection of NE 82nd & Air Cargo Rd and NE 82nd & Airport Way.

- **Purpose:** The project will improve Airport Way west of 82nd and will improve traffic flow at 82nd Avenue, Air Cargo Road and Airport Way.

- **MW NUM:** 700851
- **RTP Related:**
  - Project 2045 Illustrative
  - Project 2045 Constrained

- **Port Strategic Area:** Deliver an Outstanding PDX Passenger Experience
  - RTP 2045 Illustrative
  - RTP 2045 Constrained

- **Unfunded:** $11,700,000

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Project Name: **PDX Runway Seismic Retrofit**

- **Map ID:** 4
- **Time Frame (Years):** 10 years
- **Total Cost:** $150,151,000
- **Year of Cost Estimate:** 2017
- **Project Type:** Aviation
- **Operation Area:** PDX/PIC
- **Project Description:** The runway at PDX and associated taxiways, aprons, navais and lighting will be retrofitted for a seismic event.

- **Purpose:** Provide a seismically resilient runway at PDX.

- **MW NUM:** 701091
- **RTP Related:**
  - Project 2045 Illustrative
  - Project 2045 Constrained

- **Port Strategic Area:** Deliver an Outstanding PDX Passenger Experience
  - RTP 2045 Illustrative
  - RTP 2045 Constrained

- **Unfunded:** $150,151,000
Project Name: **Tri Met Double Track**

- **Map ID:** 5
- **Time Frame (Years):** 10 years
- **Total Cost:** $200,000,000
- **Year of Cost Estimate:** 2019
- **Project Type:** Rail
- **Operation Area:** PDX/PIC
- **Project Description:** Construct a second track west of 82nd where only one exists today and extend Red Line service beyond Beaverton to Hillsboro.

- **Purpose:** Assure more on-time reliability and safety.

- **MW NUM:**
  - **RTP Related:** 10922
  - **Recent Study:**
  - **Port Strategic Area:** Deliver an Outstanding PDX Passenger Experience
    - - RTP 2045 Illustrative
    - - RTP 2045 Constrained

- **RTP 2045 Identified in STIP**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:** $100,000,000
- **Unfunded:**

---

Project Name: **Tri Met Double Track Bike/Ped Path**

- **Map ID:** 6
- **Time Frame (Years):** 5 years
- **Total Cost:** $2,000,000
- **Year of Cost Estimate:** 2019
- **Project Type:** Bike/Ped
- **Operation Area:** PDX/PIC
- **Project Description:** Construct a multi-use path on the north side of Air Cargo Road between the MAX platform and the PDX Travel Center.

- **Purpose:** Provide a safe facility for pedestrians and bicyclists.

- **MW NUM:** 701164

- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Deliver an Outstanding PDX Passenger Experience
  - - RTP 2045 Illustrative
  - - RTP 2045 Constrained

- **RTP 2045 Identified in STIP**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:**
Project Name: Alderwood and Columbia Blvd. Intersection

Map ID: 7  Time Frame (Years): 5 years  Total Cost: $5,058,349
Project Type: Road  Year of Cost Estimate: 2013
Operation Area: PDX/PIC  Federal: $4,538,856
Project Description: Widen and signalize intersection on Columbia Boulevard at Alderwood Rd.

Purpose: Provide transportation link to the cargo area located within the south airport area and to support Columbia Corridor freight movement.

MW NUM: 700652
RTP Related: 11570
Recent Study: Airport Futures Transportation Impact Study (2010)
Port Strategic Area: Connect People and Businesses to Markets

☑️ RTP 2045 Illustrative  ☑️ Conditioned Project
☑️ RTP 2045 Constrained  ☑️ Identified in STIP

Project Name: Cully Blvd. and Columbia Blvd. Intersection

Map ID: 8  Time Frame (Years): 5 years  Total Cost: $6,575,000
Project Type: Road  Year of Cost Estimate: 2013
Operation Area: PDX/PIC  Federal: State:
Project Description: Widen and signalize intersection on Columbia Boulevard at Cully Blvd.

Purpose: Provide transportation link to the cargo area located within the south airport area and to support Columbia Corridor freight movement.

MW NUM:
RTP Related: 10336
Recent Study: Airport Futures Transportation Impact Study (2010)
Port Strategic Area: Connect People and Businesses to Markets

☑️ RTP 2045 Illustrative  ☑️ Conditioned Project
☑️ RTP 2045 Constrained  ☑️ Identified in STIP

Unfunded: $6,575,000
Port Share
Committed: $519,493
Port Share
Forecasted: $6,575,000
Private: $6,575,000
Other: $6,575,000
Port of Portland
2020 Port Transportation Improvement Plan
Page 22
Project Name: **Alderwood Street Bikeway**

- **Map ID:** 9
- **Time Frame (Years):** 5 years
- **Total Cost:** $2,500,000
- **Year of Cost Estimate:** 2017

**Project Type:** Bike/Ped

**Operation Area:** PDX/PIC

**Project Description:** Provide bike lanes or pathway on Alderwood Road between Columbia Blvd. and the Alderwood Trail.

**Purpose:** Improve safety and provide better separation from motor vehicle traffic.

**MW NUM:**

- **RTP Related:** 10338
- **Recent Study:** 2014 Airport Bike and Pedestrian Master Plan

**Port Strategic Area:** Connect People and Businesses to Markets

- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

**Unfunded:** $2,500,000

RTP 2045 Illustrative
- RTP 2045 Constrained

**Port of Portland 2020 Port Transportation Improvement Plan**

---

Project Name: **PDX Transportation Demand Management (TDM)**

- **Map ID:** 10
- **Time Frame (Years):** 5 years
- **Total Cost:** $2,000,000

**Project Type:** Other

**Operation Area:** PDX/PIC

**Project Description:** Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible bus shuttle through Tri Met.

**Purpose:** Fulfill TDM requirements of PDX Master Plan. Implement TDM projects and programs recommended in the PDX Alternative Modes Study.

**MW NUM:**

- **RTP Related:**
- **Recent Study:** PDX Employee TDM Program Study (2002)

**Port Strategic Area:** Promote Excellence in Organizational Effectiveness

- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

**Unfunded:** $2,000,000

RTP 2045 Illustrative
- RTP 2045 Constrained

**Port of Portland 2020 Port Transportation Improvement Plan**

---
Project Name: PDX Roadways Signing Update

Map ID: 11  Time Frame (Years): 5 years  Total Cost: $1,400,000
Project Type: Road
Operation Area: PDX/PIC
Project Description: Update roadway signs to current national guidelines.

Purpose: Support customer experience and safety.

MW NUM: 701155

RTP Related:  Recent Study:  Port Strategic Area: Deliver an Outstanding PDX Passenger Experience
RTP 2045 Illustrative  R  Conditioned Project
R  RTP 2045 Constrained  R  Identified in STIP

Project Name: Cornfoot Road Multimodal Safety Improvements

Map ID: 12  Time Frame (Years): 5 years  Total Cost: $3,708,539
Project Type: Bike/Ped
Operation Area: PDX/PIC
Project Description: Provide a separated multi-use path on the north side of NE Cornfoot Road. Install traffic signal at Air Trans Way.

Purpose: Increase safety and provide improved bicycle and pedestrian access along NE Cornfoot Road.

MW NUM: 10340

RTP Related:  Recent Study:  Port Strategic Area: Connect People and Businesses to Markets
R  RTP 2045 Illustrative  R  Conditioned Project
R  RTP 2045 Constrained  R  Identified in STIP

Unfunded: $3,708,539
Project Name: **SW Quad Access**

- **Map ID:** 13
- **Time Frame (Years):** 10 years
- **Project Type:** Road
- **Operation Area:** PDX/PIC
- **Project Description:** Provide street access from 33rd Ave. into SW Quad.
- **Total Cost:** $5,917,500
- **Year of Cost Estimate:** 2007
- **Federal:**
- **State:**
- **City:**
- **SDC:**
- **Port Share**
  - **Committed:**
  - **Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $5,917,500

**Purpose:** Provide efficient movement of traffic to developing PDX properties.

**MW NUM:**

- **RTP Related:** 10363
- **Recent Study:** PDX Conditional Use Master Plan (2003)
- **Port Strategic Area:** Connect People and Businesses to Markets
  - □ RTP 2045 Illustrative
  - □ Conditioned Project
  - □ RTP 2045 Constrained
  - □ Identified in STIP

---

Project Name: **33rd Avenue/Marine Drive Intersection Improvements**

- **Map ID:** 14
- **Time Frame (Years):** 5 years
- **Project Type:** Road
- **Operation Area:** PDX/PIC
- **Project Description:** Signalize and modify the intersection of NE 33rd Avenue and Marine Drive.
- **Total Cost:** $5,760,643
- **Year of Cost Estimate:** 2013
- **Federal:**
- **State:**
- **City:** $1,000,000
- **SDC:**
- **Port Share**
  - **Committed:**
  - **Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $4,760,643

**Purpose:** Improve safety and access for 33rd Avenue. May incorporate bike and ped facilities as well.

**MW NUM:** 700461

- **RTP Related:** 10337
- **Recent Study:** PDX Airport Futures 2010 Master Plan
- **Port Strategic Area:** Connect People and Businesses to Markets
  - □ RTP 2045 Illustrative
  - □ Conditioned Project
  - □ RTP 2045 Constrained
  - □ Identified in STIP
**Project Name:** Columbia Blvd. Widening (82nd Ave. - 60th Ave.)

- **Map ID:** 15
- **Project Type:** Road
- **Operation Area:** PDX/PIC
- **Project Description:** Widen Columbia Blvd. to five lanes.
- **Total Cost:** $15,000,000
- **Year of Cost Estimate:** 2003
- **Time Frame (Years):** 20 years
- **Purpose:** Address system bottleneck along Columbia Blvd.
- **State:**
- **City:**
- **SDC:**
- **Federal:**
- **Port Share Committed:**
- **Forecasted:**
- **Private:**
- **Other:**
- **RTP Related:** 10376
- **Recent Study:** East Columbia-Lombard Connector Study Transportation Analysis (2000)
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Unfunded:** $15,000,000
- **RTP 2045 Illustrative Conditioned Project**
- **RTP 2045 Constrained Identified in STIP**

---

**Project Name:** 11th/13th (at Columbia Blvd.): Crossing Elimination

- **Map ID:** 16
- **Project Type:** Rail
- **Operation Area:** PDX/PIC
- **Project Description:** If feasible, eliminate the at-grade crossing and improve alternate roadway access.
- **Total Cost:** $1,000,000
- **Year of Cost Estimate:** 2007
- **Time Frame (Years):** 5 years
- **Purpose:** Improve Kenton Mainline operation and eliminate a modal conflict.
- **State:**
- **City:**
- **SDC:**
- **Federal:**
- **Port Share Committed:**
- **Forecasted:**
- **Private:**
- **Other:**
- **RTP Related:** 10334
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Unfunded:** $1,000,000
- **RTP 2045 Illustrative**
- **RTP 2045 Constrained**
- **RTP 2045 Conditioned Project**
- **Identified in STIP**
HIO AREA PROJECTS
2020 PORT TRANSPORTATION IMPROVEMENT PLAN

Numbers represent the map ID#.

MAP: Data and Geographic Services
**Project Name: HIO Taxiway A Reconstruction**

**Map ID:** 17  
**Project Type:** Aviation  
**Operation Area:** Hillsboro

**Project Description:** Rehabilitate full length parallel Taxiway A and select connectors including drainage, lighting, and markings. Addresses locations identified by FAA’s Runway Incursion Mitigation program.

**Purpose:** Provide improvements identified in HIO 2006 and 2018 Master Plans.

**MW NUM:** 700494

**RTP Related:**
- **Recent Study:** HIO 2018 Master Plan
- **Port Strategic Area:** Connect People and Businesses to Markets
  - RTP 2045 Illustrative
  - RTP 2045 Constrained

**Port Share**
- **Committed:**
- **Forecasted:** $4,350,000
- **Private:**
- **Other:**
- **Unfunded:**

---

**Project Name: HIO 13R-31L RSA Modifications**

**Map ID:** 18  
**Project Type:** Aviation  
**Operation Area:** Hillsboro

**Project Description:** Implement modifications to correct non-standard grading conditions and reduce waterfowl habitat in the runway safety area.

**Purpose:** Modify and mitigate for non-standard grading conditions and water features in the runway safety area.

**MW NUM:** 700970

**RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
  - RTP 2045 Illustrative
  - RTP 2045 Constrained

**Port Share**
- **Committed:**
- **Forecasted:** $6,360,000
- **Private:**
- **Other:**
- **Unfunded:**
Project Name: HIO Relocate Taxiway AA

Map ID: 19  Time Frame (Years): 20 years  Total Cost: $7,300,000  
Project Type: Aviation  Year of Cost Estimate: 2018  
Operation Area: Hillsboro  Federal: $5,110,000  
Project Description: Relocate Taxiway AA 122 feet to the east and extend from Exit A5 to Taxiway G.  

Purpose: Replace existing Taxiway AA with a new taxiway with the appropriate design separation from Taxiway A. Construct a perimeter road extension between Taxiway AA and existing tenant ramps.  

MW NUM: 700222  
RTP Related:  
Recent Study: HIO 2018 Master Plan  
Port Strategic Area: Connect People and Businesses to Markets  
☐ RTP 2045 Illustrative  ☐ Conditioned Project  
☐ RTP 2045 Constrained  ☐ Identified in STIP  

Project Name: HIO Crossfield Taxiways

Map ID: 20  Time Frame (Years): 5 years  Total Cost: $3,663,000  
Project Type: Aviation  Year of Cost Estimate: 2018  
Operation Area: Hillsboro  Federal:  
Project Description: Construct a new crossfield Taxiway.  

Purpose: Provide better taxiway circulation.  

MW NUM:  
RTP Related:  
Recent Study: HIO 2018 Master Plan  
Port Strategic Area: Connect People and Businesses to Markets  
☐ RTP 2045 Illustrative  ☐ Conditioned Project  
☐ RTP 2045 Constrained  ☐ Identified in STIP  

RTP Related:  
Private:  
Other:  
Unfunded: $3,663,000
Project Name: HIO Construct Terminal Apron

Map ID: 21  Time Frame (Years): 10 years  Total Cost: $5,086,000
Project Type: Aviation  Year of Cost Estimate: 2018
Operation Area: Hillsboro
Project Description: Construct a new apron on the airside of the new terminal building, along with new stormwater infrastructure.

Purpose: Provide new apron to serve new terminal building.

MW NUM:

RTP Related:
Recent Study: HIO 2018 Master Plan
Port Strategic Area: Connect People and Businesses to Markets

☐ RTP 2045 Illustrative  ☐ Conditioned Project
☐ RTP 2045 Constrained  ☐ Identified in STIP

Unfunded: $5,086,000

Port of Portland 2020 Port Transportation Improvement Plan

Page 30
Project Name: **HIO Taxiway B2 Relocation**

- **Map ID:** 23
- **Time Frame (Years):** 20 years
- **Total Cost:** $881,000
- **Year of Cost Estimate:** 2018

**Project Type:** Aviation  
**Operation Area:** Hillsboro  
**Project Description:** Relocate Taxiway B2.

**Purpose:** Eliminate direct access to Runway 2-20 from the east side T-hangers.

**MW NUM:**
- RTP 2045 Illustrative  
- RTP 2045 Constrained

**RTP Related:**
- HIO 2018 Master Plan

**Recent Study:** HIO 2018 Master Plan

**Port Strategic Area:** Connect People and Businesses to Markets

**Committed:**

**Unfunded:** $881,000

---

Project Name: **HIO Northside Taxilane and Enabling Infrastructure (Phase I)**

- **Map ID:** 24
- **Time Frame (Years):** 20 years
- **Total Cost:** $2,175,000
- **Year of Cost Estimate:** 2018

**Project Type:** Aviation  
**Operation Area:** Hillsboro  
**Project Description:** Construct taxilane parallel to Taxiway D in the North quadrant.

**Purpose:** Provide access from the planned flight school development parcel to the airfield.

**MW NUM:**
- RTP 2045 Illustrative  
- RTP 2045 Constrained

**RTP Related:**
- HIO 2018 Master Plan

**Recent Study:** HIO 2018 Master Plan

**Port Strategic Area:** Connect People and Businesses to Markets

**Committed:**

**Unfunded:** $2,175,000
**Project Name:** HIO Runup Pad Construction on Taxiway D

**Map ID:** 25  
**Time Frame (Years):** 20 years  
**Total Cost:** $1,225,000  
**Year of Cost Estimate:** 2018

**Project Type:** Aviation  
**Operation Area:** Hillsboro  
**Project Description:** Expand the existing runup pads adjacent to Taxiway D near each end of Runway 31L-31R.

**Purpose:** Allow aircraft to perform pre-takeoff checks without blocking access to runway ends.

**Port Strategic Area:** Connect People and Businesses to Markets

- ✅ RTP 2045 Illustrative  
- ✅ Conditioned Project

- ✅ RTP 2045 Constrained  
- ✅ Identified in STIP

---

**Project Name:** HIO Vehicle Service Road Construction

**Map ID:** 26  
**Time Frame (Years):** 20 years  
**Total Cost:** $1,950,000  
**Year of Cost Estimate:** 2018

**Project Type:** Aviation  
**Operation Area:** Hillsboro  
**Project Description:** Construct vehicle service roads to Airport locations.

**Purpose:** Improve and realign vehicle service road in the West quadrant for compatibility with general aviation development.

**Port Strategic Area:** Connect People and Businesses to Markets

- ✅ RTP 2045 Illustrative  
- ✅ Conditioned Project

- ✅ RTP 2045 Constrained  
- ✅ Identified in STIP

---
### Project Name: HIO Helipad Construction

**Map ID:** 27  
**Project Type:** Aviation  
**Operation Area:** Hillsboro  
**Project Description:** Construct a helipad in the North quadrant near Taxiway D.

<table>
<thead>
<tr>
<th>Purpose:</th>
<th>Will provide three helipad landing sites to for helicopter training activity.</th>
</tr>
</thead>
</table>

**Port Strategic Area:** Connect People and Businesses to Markets

<table>
<thead>
<tr>
<th>MW NUM:</th>
<th>RTP 2045 Illustrative</th>
<th>RTP 2045 Constrained</th>
<th>Conditioned Project</th>
<th>Identified in STIP</th>
</tr>
</thead>
</table>

**Port Share**

- **Committed:**
- **Forecasted:**

**RTP Related:**
- HIO 2018 Master Plan

**Recent Study:** HIO 2018 Master Plan

**Total Cost:** $535,000  
**Year of Cost Estimate:** 2018

### Project Name: HIO Northside Taxilane and Enabling Infrastructure (Phase II)

**Map ID:** 28  
**Project Type:** Aviation  
**Operation Area:** Hillsboro  
**Project Description:** Construct taxilane parallel to Taxiway D in the North quadrant, north of Phase I.

<table>
<thead>
<tr>
<th>Purpose:</th>
<th>Will provide airfield access to planned general aviation hangers adjacent to the flight school.</th>
</tr>
</thead>
</table>

**Port Strategic Area:** Connect People and Businesses to Markets

<table>
<thead>
<tr>
<th>MW NUM:</th>
<th>RTP 2045 Illustrative</th>
<th>RTP 2045 Constrained</th>
<th>Conditioned Project</th>
<th>Identified in STIP</th>
</tr>
</thead>
</table>

**Port Share**

- **Committed:**
- **Forecasted:**

**RTP Related:**
- HIO 2018 Master Plan

**Recent Study:** HIO 2018 Master Plan

| Unfunded: | $2,383,000 |

**Total Cost:** $2,383,000  
**Year of Cost Estimate:** 2018

### Notes

- **Port of Portland:**
- **2020 Port Transportation Improvement Plan**
- **Page 33**
**Project Name: HIO Taxiway B Extension**

- **Map ID:** 29  
- **Time Frame (Years):** 20 years  
- **Project Type:** Aviation  
- **Operation Area:** Hillsboro  
- **Project Description:** Extend Taxiway B parallel to Runway 2-20.

**Total Cost:** $3,263,000  
**Year of Cost Estimate:** 2018

**Federal:**  
**State:**  
**City:**  
**SDC:**

**Purpose:** Provide taxiway adjacent to new terminal building.

**MW NUM:**

**RTP Related:**

**Recent Study:** HIO 2018 Master Plan

**Port Strategic Area:** Connect People and Businesses to Markets

- RTP 2045 Illustrative
- RTP 2045 Constrained
- Conditioned Project
- Identified in STIP

**Unfunded:** $3,263,000

---

**Project Name: HIO Apron Connectors**

- **Map ID:** 30  
- **Time Frame (Years):** 20 years  
- **Project Type:** Aviation  
- **Operation Area:** Hillsboro  
- **Project Description:** Create new taxiway and hold apron pavement in conjunction with new terminal development.

**Total Cost:** $840,000  
**Year of Cost Estimate:** 2018

**Federal:**  
**State:**  
**City:**  
**SDC:**

**Purpose:** Provide for a safer and more efficient flow of aircraft taxiing.

**MW NUM:**

**RTP Related:**

**Recent Study:** HIO 2018 Master Plan

**Port Strategic Area:** Connect People and Businesses to Markets

- RTP 2045 Illustrative
- RTP 2045 Constrained
- Conditioned Project
- Identified in STIP

**Unfunded:** $840,000
### Project Name: HIO Taxiway E- Middle Portion

- **Map ID:** 31
- **Time Frame (Years):** 20 years
- **Total Cost:** $7,488,000
- **Year of Cost Estimate:** 2018
- **Project Description:** Connect taxiways to Runway 13R-31L.

**Purpose:** Second phase to the new parallel taxiway between the parallel runways.

**MW NUM:**
- RTP 2045 Illustrative
- RTP 2045 Constrained

**RTP Related:**
- HIO 2018 Master Plan

**Recent Study:**
- HIO 2018 Master Plan

**Port Strategic Area:**
- Connect People and Businesses to Markets

**Unfunded:** $7,488,000

### Project Name: HIO Taxiway E- North Connector

- **Map ID:** 32
- **Time Frame (Years):** 20 years
- **Total Cost:** $5,000,000
- **Year of Cost Estimate:** 2018
- **Project Description:** Connect the north ends of Runway 13R-31L and Runway 13L-31-R.

**Purpose:** Provide connectivity between the north end of the runways.

**MW NUM:**
- RTP 2045 Illustrative
- RTP 2045 Constrained

**RTP Related:**
- HIO 2018 Master Plan

**Recent Study:**
- HIO 2018 Master Plan

**Port Strategic Area:**
- Connect People and Businesses to Markets

**Unfunded:** $5,000,000
**Project Name:** HIO Taxiway B Extension

**Map ID:** 33  
**Time Frame (Years):** 20 years  
**Total Cost:** $604,000  
**Year of Cost Estimate:** 2018

**Project Type:** Aviation  
**Operation Area:** Hillsboro  
**Project Description:** Extend Taxiway B beyond the end of Runway 2-20 to the flight museum.

**Purpose:** Provide airside access to a proposed learning campus.

**MW NUM:**

**RTP Related:**
- RTP 2045 Illustrative
- RTP 2045 Constrained

**Recent Study:** HIO 2018 Master Plan

**Port Strategic Area:** Connect People and Businesses to Markets

**Unfunded:** $604,000

**RTP 2045 Illustrative**  
**Conditioned Project**  
**RTP 2045 Constrained**  
**Identified in STIP**

---

**Project Name:** NE 30th Avenue Extension to Flight School

**Map ID:** 34  
**Time Frame (Years):** 20 years  
**Total Cost:** $2,109,000  
**Year of Cost Estimate:** 2018

**Project Type:** Road  
**Operation Area:** Hillsboro  
**Project Description:** Provide a roadway from NE 30th Avenue to the planned flight school and new general aviation development sites.

**Purpose:** Will provide required landside access to the new flight school location.

**MW NUM:**

**RTP Related:**
- RTP 2045 Illustrative
- RTP 2045 Constrained

**Recent Study:** HIO 2018 Master Plan

**Port Strategic Area:** Connect People and Businesses to Markets

**Unfunded:** $2,109,000

**RTP 2045 Illustrative**  
**Conditioned Project**  
**RTP 2045 Constrained**  
**Identified in STIP**
Project Name: **Springer Street Extension**

- **Map ID:** 35
- **Time Frame (Years):** 5 years
- **Total Cost:** $2,780,000
- **Year of Cost Estimate:** 2018
- **Project Type:** Road
- **Operation Area:** Hillsboro
- **Project Description:** Extend NE Springer Street to the west and provide temporary cul-de-sac.

**Purpose:** To enable non-aviation development of airport land not needed for aeronautical purposes.

**MW NUM:**

**RTP Related:**
- RTP 2045 Illustrative
- RTP 2045 Constrained

**Recent Study:** HIO 2018 Master Plan

**Port Strategic Area:** Connect People and Businesses to Markets

**Unfunded:** $2,780,000

---

Project Name: **Widen NE 30th Avenue**

- **Map ID:** 36
- **Time Frame (Years):** 5 years
- **Total Cost:** $2,508,000
- **Year of Cost Estimate:** 2018
- **Project Type:** Road
- **Operation Area:** Hillsboro
- **Project Description:** Widen NE 30th Avenue and NE Springer Street to comply with City of Hillsboro standards.

**Purpose:** To enable non-aviation development of airport land not needed for aeronautical purposes.

**MW NUM:**

**RTP Related:**
- RTP 2045 Illustrative
- RTP 2045 Constrained

**Recent Study:** HIO 2018 Master Plan

**Port Strategic Area:** Connect People and Businesses to Markets

**Unfunded:** $2,508,000
Project Name: Intersection improvements at NE 30th Avenue and NE Evergreen Road

Map ID: 37  Time Frame (Years): 5 years  Total Cost: $1,026,000
Project Type: Road  Year of Cost Estimate: 2018  Port Share
Operation Area: Hillsboro  Federal:
Project Description: Add turn lanes and signalization.  State:

Purpose: To enable non-aviation development of airport land not needed for aeronautical purposes.

MW NUM:

RTP Related:
Recent Study: HIO 2018 Master Plan

Port Strategic Area: Connect People and Businesses to Markets

Unfunded: $1,026,000

☐ RTP 2045 Illustrative  ☑ Conditioned Project
☐ RTP 2045 Constrained  ☐ Identified in STIP

Project Name: Relocate NE 25th Avenue

Map ID: 38  Time Frame (Years): 10 years  Total Cost: $3,203,000
Project Type: Road  Year of Cost Estimate: 2018  Port Share
Operation Area: Hillsboro  Federal:
Project Description: Relocate NE 25th Avenue to the west.  State:

Purpose: Comply with FAA Runway Object Free Area requirements.

MW NUM:

RTP Related:
Recent Study: HIO 2018 Master Plan

Port Strategic Area: Connect People and Businesses to Markets

Unfunded: $3,203,000

☐ RTP 2045 Illustrative  ☑ Conditioned Project
☐ RTP 2045 Constrained  ☐ Identified in STIP
Project Name: Relocate NE Cornell Road

Map ID: 39  
Time Frame (Years): 10 years  
Total Cost: $2,859,000  
Year of Cost Estimate: 2018

Project Type: Road  
Operation Area: Hillsboro

Project Description: Relocate a portion of NE Cornell Road to the south.

Purpose: Comply with FAA Runway Object Free Area requirements.

MW NUM:

RTP Related:
Recent Study: HIO 2018 Master Plan
Port Strategic Area: Connect People and Businesses to Markets

☐ RTP 2045 Illustrative  ☐ Conditioned Project
☐ RTP 2045 Constrained  ☐ Identified in STIP

Unfunded: $2,859,000

Project Name: Extend NE Springer Street to NE Brookwood Parkway

Map ID: 40  
Time Frame (Years): 20 years  
Total Cost: $4,997,000  
Year of Cost Estimate: 2018

Project Type: Road  
Operation Area: Hillsboro

Project Description: Extend NE Springer Street to NE Brookwood Parkway.

Purpose: Facilitate development of Port industrial properties.

MW NUM:

RTP Related:
Recent Study: HIO 2018 Master Plan
Port Strategic Area: Connect People and Businesses to Markets

☐ RTP 2045 Illustrative  ☐ Conditioned Project
☐ RTP 2045 Constrained  ☐ Identified in STIP

Unfunded: $4,997,000
Project Name: Intersection Improvements at NE Springer Street and NE Brookwood Parkway

- **Map ID:** 41
- **Time Frame (Years):** 20 years
- **Total Cost:** $497,000
- **Year of Cost Estimate:** 2018
- **Project Type:** Road
- **Operation Area:** Hillsboro
- **Project Description:** Construct improvements needed to accommodate the extension of Springer Street.

**Purpose:** Facilitate development of Port industrial properties.

**Port Strategic Area:** Connect People and Businesses to Markets

- **Unfunded:** $497,000

**RTP Related:**
- RTP 2045 Illustrative
- RTP 2045 Constrained
- Identified in STIP

Project Name: NE 34th Avenue and NE Cornell Road Improvements

- **Map ID:** 42
- **Time Frame (Years):** 20 years
- **Total Cost:** $4,528,000
- **Year of Cost Estimate:** 2018
- **Project Type:** Road
- **Operation Area:** Hillsboro
- **Project Description:** Construct intersection improvements at NE 34th and Cornell, as well as a roundabout north of the intersection.

**Purpose:** Facilitate development of Port properties.

**Port Strategic Area:** Connect People and Businesses to Markets

- **Unfunded:** $4,528,000

**RTP Related:**
- RTP 2045 Illustrative
- Identified in STIP
### Project Name: Connect Phase II Loop Road to Cornell Road

<table>
<thead>
<tr>
<th>Map ID: 43</th>
<th>Time Frame (Years): 20 years</th>
<th>Total Cost: $2,533,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td></td>
<td>Year of Cost Estimate: 2018</td>
</tr>
<tr>
<td>Operation Area: Hillsboro</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description: Provide intersection improvements to connect interior loop road to NE Cornell Road.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Purpose:</strong> Facilitate development of Port properties.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MW NUM:</strong></td>
<td><strong>Federal:</strong></td>
<td><strong>State:</strong></td>
</tr>
<tr>
<td><strong>RTP Related:</strong></td>
<td><strong>City:</strong></td>
<td><strong>Port Share</strong></td>
</tr>
<tr>
<td><strong>Recent Study:</strong> HIO 2018 Master Plan</td>
<td><strong>SDC:</strong></td>
<td><strong>Committed:</strong></td>
</tr>
<tr>
<td><strong>Port Strategic Area:</strong> Connect People and Businesses to Markets</td>
<td><strong>Private:</strong></td>
<td><strong>Forecasted:</strong></td>
</tr>
</tbody>
</table>

- RTP 2045 Illustrative
- RTP 2045 Constrained
- Conditioned Project
- Identified in STIP

**Unfunded:** $2,533,000

2020 Port Transportation Improvement Plan

Page 41
**Project Name:** T6 Crane Drives for Cranes 6380 and 6381

- **Map ID:** 44
- **Time Frame (Years):** 5 years
- **Total Cost:** $2,800,000
- **Year of Cost Estimate:** 2018
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** Crane management system upgrades for Cranes 6380 and 6381.
- **Purpose:** Improve operational efficiencies for the container cranes.
- **MW NUM:** 700953
- **RTP Related:** 11207
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
  - RTP 2045 Illustrative
  - RTP 2045 Constrained
- **Unfunded:** $2,800,000

---

**Project Name:** T6 Auto Terminal

- **Map ID:** 45
- **Time Frame (Years):** 5 years
- **Total Cost:** $35,000,000
- **Year of Cost Estimate:** 2017
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** Pavement renewal, processing building, rail ramp and office.
- **Purpose:** Capture demand for mid level auto account.
- **MW NUM:**
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
  - RTP 2045 Illustrative
  - RTP 2045 Constrained
- **Unfunded:** $35,000,000
**Project Name:** T6 Berth 603 Low Dock

- **Map ID:** 46
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** Modify existing berth for roll on-roll off (RORO) vessels.
- **Time Frame (Years):** 5 years
- **Total Cost:** $8,000,000
- **Year of Cost Estimate:** 2017
- **Purpose:** Capture demand for high and heavy cargo.

- **MW NUM:**
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Unfunded:** $8,000,000

- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

**Project Name:** T6 Electrical and Lighting Replacements

- **Map ID:** 47
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** Replace electrical feeders and equipment and high mast lighting.
- **Time Frame (Years):** 5 years
- **Total Cost:** $8,700,000
- **Year of Cost Estimate:** 2019
- **Purpose:** Modernize the electrical and lighting facilities at T6.

- **MW NUM:** 701387
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Unfunded:** $8,700,000
**Project Name:** T6 Transload Site Development

- **Map ID:** 48
- **Project Type:** Road
- **Operation Area:** Rivergate
- **Project Description:** Develop a 17 acre transload facility by creating a connection to Peninsula Terminal Railroad and a driveway under the Marine Drive bridge.
- **Time Frame (Years):** 10 years
- **Total Cost:** $3,325,000
- **Year of Cost Estimate:** 2018
- **Federal:**
- **State:**
- **City:**
- **SDC:**
- **Purpose:** Allow dual rail access to T6 and create additional industrial jobs.
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

**MW NUM:**
- **RTP Related:** 11307
- **Recent Study:** Suttle Road Improvement Options (2008)
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Unfunded:** $3,325,000
  - RTP 2045 Illustrative
  - Identified in STIP

---

**Project Name:** T6 Internal Roadway

- **Map ID:** 49
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** Provide road connection between Suttle Road site and T6 main yard.
- **Time Frame (Years):** 10 years
- **Total Cost:** $6,100,000
- **Year of Cost Estimate:** 2018
- **Federal:**
- **State:**
- **City:**
- **SDC:**
- **Purpose:** This will connect the main T6 yard to the Suttle Road development site.
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

**MW NUM:**
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Unfunded:** $6,100,000
  - RTP 2045 Illustrative
  - Identified in STIP
**Project Name:** Columbia River Mouth Jetty Refurbishment

- **Map ID:** 50
- **Time Frame (Years):** 5 years
- **Total Cost:** $239,000,000
- **Year of Cost Estimate:** 2016
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** With Jetty A and North Jetty now complete, complete refurbishment of the South Jetty at the mouth of the Columbia River.

**Purpose:** This is a critical repair of the jetties at the Columbia River Bar.

**MW NUM:**

- **RTP Related:**
- **Recent Study:**
  - **Port Strategic Area:** Connect People and Businesses to Markets

**Unfunded:** $189,000,000

- **RTP 2045 Illustrative**
- **Conditioned Project**
- **RTP 2045 Constrained**
- **Identified in STIP**

---

**Project Name:** Lower Columbia River Channel Maintenance Plan

- **Map ID:** 51
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,500,000
- **Year of Cost Estimate:**
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** Assist the Army Corps to establish a federally required 20 year strategic plan to manage deposition of Columbia River dredge material from the navigation channel.

**Purpose:** Ensure there is sufficient dredged material disposal capacity for a minimum of 20 years.

**MW NUM:**

- **RTP Related:**
- **Recent Study:** 2003 Feasibility Report

**Port Strategic Area:** Connect People and Businesses to Markets

**Unfunded:** $1,500,000

- **RTP 2045 Illustrative**
- **Conditioned Project**
- **RTP 2045 Constrained**
- **Identified in STIP**
Project Name: **Rivergate ITS**

- **Map ID:** 52
- **Time Frame (Years):** 5 years
- **Total Cost:** $480,000
- **Year of Cost Estimate:** 2007
- **Federal:**
- **State:**
- **City:**
- **SDC:**

**Project Type:** ITS

**Operation Area:** Rivergate

**Project Description:** Intelligent Transportation System in Rivergate.

**Purpose:** Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT’s Highway information systems.

**MW NUM:**

- **RTP Related:** 10373
- **Recent Study:**

**Port Strategic Area:** Connect People and Businesses to Markets

- **RTP 2045 Illustrative**
- **RTP 2045 Constrained**
- **Conditioned Project**
- **Identified in STIP**

**Unfunded:** $480,000

---

Project Name: **Marine Dr. Improvement Phase 2**

- **Map ID:** 53
- **Time Frame (Years):** 20 years
- **Total Cost:** $13,644,200
- **Year of Cost Estimate:** 2003
- **Federal:**
- **State:**
- **City:**
- **SDC:**

**Project Type:** Road

**Operation Area:** Rivergate

**Project Description:** Construct rail overcrossing on Marine Dr.

**Purpose:** Avoid road/rail conflict.

**MW NUM:**

- **RTP Related:** 10379
- **Recent Study:**

**Port Strategic Area:** Connect People and Businesses to Markets

- **RTP 2045 Illustrative**
- **RTP 2045 Constrained**
- **Conditioned Project**
- **Identified in STIP**

**Unfunded:** $13,644,200
Project Name: Marine Drive ITS Improvement

Map ID: 54  Time Frame (Years): 10 years  Total Cost: $200,000
Project Type: ITS  Year of Cost Estimate: 2007
Operation Area: Rivergate
Project Description: Install a CCTV at Portland Road and changeable message signs at N. Portland Road, North Vancouver Way and NE 185th Drive.

Purpose: Improve traffic efficiency in the Columbia Corridor.

MW NUM:

RTP Related: 10346
Recent Study: Columbia Multimodal Corridor Study 2012
Port Strategic Area: Connect People and Businesses to Markets

☐ RTP 2045 Illustrative  ☐ Conditioned Project
☐ RTP 2045 Constrained  ☐ Identified in STIP

Unfunded: $200,000
RTP 2045 Illustrated  RTP 2045 Constrained
RTP 2045 Conditioned  Identified in STIP

Project Name: North Portland Junction

Map ID: 55  Time Frame (Years): 10 years  Total Cost: $9,160,000
Project Type: Rail  Year of Cost Estimate: 2003
Operation Area: Rivergate
Project Description: Upgrade railroad with revised crossovers, centralized traffic control tie-in and increased turning radius.

Purpose: Accommodate higher rail speeds at the junction, which provides greater capacity.

MW NUM:

RTP Related:
Recent Study: I-5 Rail Capacity Study (HDR, 2003)
Port Strategic Area: Connect People and Businesses to Markets

☐ RTP 2045 Illustrative  ☐ Conditioned Project
☐ RTP 2045 Constrained  ☐ Identified in STIP

Unfunded: $9,160,000
RTP 2045 Illustrated  RTP 2045 Constrained
RTP 2045 Conditioned  Identified in STIP
**Project Name:** Kenton Rail Line Upgrade

**Map ID:** 56  
**Time Frame (Years):** 10 years  
**Total Cost:** $25,382,000  
**Year of Cost Estimate:** 2003  
**Project Type:** Rail  
**Operation Area:** Rivergate  
**Project Description:** Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP’s Kenton Line.

**Purpose:** Expand rail capacity and reduce delays for greater efficiency.

**MW NUM:**  
**RTP Related:**  
**Recent Study:** I-5 Rail Capacity Study (HDR, 2003)  
**Port Strategic Area:** Connect People and Businesses to Markets  
- RTP 2045 Illustrative
- RTP 2045 Constrained  
- Identified in STIP

**Port Share Committed:**  
**Port Share Forecasted:**  
**Port Share Related:**  
**Private:**  
**Other:**  
**Unfunded:** $25,382,000

---

**Project Name:** I-5 Columbia River Bridge

**Map ID:** 57  
**Time Frame (Years):** 10 years  
**Total Cost:** $2,982,000,000  
**Year of Cost Estimate:** 2002  
**Project Type:** Road  
**Operation Area:** Rivergate  
**Project Description:** Increase the number of lanes and add transit capacity across the river.

**Purpose:** Increase multi-modal capacity across the Columbia River and relieve congestion.

**MW NUM:**  
**RTP Related:** 10893  
**Recent Study:** I-5 Transportation and Trade Partnership Final Strategic Plan (2002)  
**Port Strategic Area:** Connect People and Businesses to Markets  
- RTP 2045 Illustrative  
- RTP 2045 Constrained  
- Identified in STIP

**Port Share Committed:**  
**Port Share Forecasted:**  
**Port Share Related:**  
**Private:**  
**Other:**  
**Unfunded:** $2,982,000,000
**Project Name: BNSF Fallbridge Double Tracking**

- **Map ID:** 58
- **Project Type:** Rail
- **Operation Area:** Rivergate
- **Project Description:** Double-track the Fallbridge line to Washougal.
- **Purpose:** Increases capacity of the BNSF east-west mainline serving Port of Portland.
- **MW NUM:**
- **RTP Related:**
- **Recent Study:** Port Rail Plan
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Committed:**
- **Forecasted:**
- **Unfunded:** $72,000,000

**Project Name: Time Oil Road Reconstruction**

- **Map ID:** 59
- **Project Type:** Road
- **Operation Area:** Rivergate
- **Project Description:** Reconstruct Time Oil Road.
- **Purpose:** Provide improved access to South Rivergate industrial area.
- **MW NUM:**
- **RTP Related:** 11654
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Committed:**
- **Forecasted:**
- **Unfunded:** $9,000,000
**Project Name:** Rivergate Boulevard Overcrossing

- **Map ID:** 60
- **Time Frame (Years):** 5 years
- **Project Type:** Road
- **Operation Area:** Rivergate
- **Project Description:** Grade separate the South Rivergate Lead at Rivergate Blvd.

**Total Cost:** $26,158,076
- **Year of Cost Estimate:** 2018
- **Federal:** $16,723,093
- **State:** $1,112,970
- **City:** $4,322,013
- **SDC:**
- **Port Share Committed:** $4,000,000
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:**

**Purpose:** Improve rail and vehicle traffic flow in Rivergate Industrial District.

**MW NUM:** 700687

**RTP Related:** 11659

**Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
- **RTP 2045 Illustrative**
- **Conditioned Project**
- **RTP 2045 Constrained**
- **Identified in STIP**

---

**Project Name:** Bonneville Rail Yard Build Out

- **Map ID:** 61
- **Time Frame (Years):** 10 years
- **Project Type:** Rail
- **Operation Area:** Rivergate
- **Project Description:** Construct two interior yard tracks and complete the double track lead from the wye at the east end of the yard to Barnes Yard.

**Total Cost:** $3,600,000
- **Year of Cost Estimate:** 2013
- **Federal:**
- **State:**
- **City:**
- **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $3,600,000

**Purpose:** Add rail staging capacity for South Rivergate.

**MW NUM:**

**RTP Related:** 11652

**Recent Study:** Port Rail Plan

**Port Strategic Area:** Connect People and Businesses to Markets
- **RTP 2045 Illustrative**
- **Conditioned Project**
- **RTP 2045 Constrained**
- **Identified in STIP**
## Project Name: Ramsey Yard Utilization

<table>
<thead>
<tr>
<th>Map ID: 62</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $1,700,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Rail</td>
<td>Year of Cost Estimate: 2013</td>
<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td>Federal:</td>
<td></td>
</tr>
<tr>
<td>Project Description: Connect existing set out track with industrial lead.</td>
<td>State:</td>
<td></td>
</tr>
</tbody>
</table>

**Purpose:** Improve unit train staging capabilities at Ramsey Rail Yard.

<table>
<thead>
<tr>
<th>MW NUM:</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTP Related: 11653</td>
</tr>
<tr>
<td>Recent Study: Port Rail Plan</td>
</tr>
<tr>
<td>Port Strategic Area: Connect People and Businesses to Markets</td>
</tr>
</tbody>
</table>

- RTP 2045 Illustrative
- RTP 2045 Constrained

- Conditioned Project
- Identified in STIP

- Port Share Committed: $1,700,000
- Unfunded: $1,700,000

## Project Name: T4 Dry Bulk Expansion

<table>
<thead>
<tr>
<th>Map ID: 63</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $200,000,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Marine</td>
<td>Year of Cost Estimate: 2018</td>
<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td>Federal:</td>
<td></td>
</tr>
<tr>
<td>Project Description: Provide additional loader, storage, and rail capacity with new yard and dumper pit.</td>
<td>State:</td>
<td></td>
</tr>
</tbody>
</table>

**Purpose:** The project will allow additional throughput at Terminal 4.

<table>
<thead>
<tr>
<th>MW NUM:</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTP Related:</td>
</tr>
<tr>
<td>Recent Study:</td>
</tr>
<tr>
<td>Port Strategic Area: Connect People and Businesses to Markets</td>
</tr>
</tbody>
</table>

- RTP 2045 Illustrative
- RTP 2045 Constrained

- Conditioned Project
- Identified in STIP

- Port Share Committed: $200,000,000
- Unfunded: $200,000,000
Project Name: **T4 Berth 410, 411 Rail Yard Improvements**

- **Map ID:** 64
- **Project Type:** Rail
- **Operation Area:** Rivergate
- **Project Description:** Construct additional rail track in the Berth 410 and 411 rail yard.

- **Purpose:** Improve the efficiency of the rail yard by creating additional rail capacity.

- **MW NUM:** 102052
- **RTP Related:**
  - RTP 2045 Illustrative
  - RTP 2045 Constrained
- **Recent Study:** Port Rail Plan
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Unfunded:** $7,800,000

---

Project Name: **T4 Second Entrance**

- **Map ID:** 65
- **Project Type:** Road
- **Operation Area:** Rivergate
- **Project Description:** Design and construct a second entrance to Terminal 4.

- **Purpose:** Support additional rail expansion at the terminal.

- **MW NUM:**
- **RTP Related:**
  - RTP 2045 Illustrative
  - RTP 2045 Constrained
- **Recent Study:** Terminal 4 Pier 1 Facility Plan
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Unfunded:** $14,200,000
Project Name: **T4 Pier 1 Tracks 704-709**

**Map ID:** 66  
**Time Frame (Years):** 5 years  
**Total Cost:** $1,000,000  
**Year of Cost Estimate:** 2018

**Project Type:** Marine  
**Operation Area:** Rivergate  
**Project Description:** Perform upgrades and rehabilitation on tracks 704-709.

**Purpose:** Support rail car storage needs of Terminal 4 tenants

**MW NUM:**
- RTP Related: 11208
- Recent Study: Port Rail Plan

**Port Strategic Area:** Connect People and Businesses to Markets
- RTP 2045 Illustrative
- RTP 2045 Constrained
- Conditioned Project
- Identified in STIP

**Unfunded:** $1,000,000

---

Project Name: **Terminal 4 Pier 1 Site Preparation**

**Map ID:** 67  
**Time Frame (Years):** 5 years  
**Total Cost:** $38,000,000  
**Year of Cost Estimate:** 2015

**Project Type:** Marine  
**Operation Area:** Rivergate  
**Project Description:** Remove Berths 405 and 408, the grain leg platform and tower, and the grain elevator in the Pier 1 area of Terminal 4.

**Purpose:** This project will facilitate the redevelopment of approximately 30 acres of vital marine industrial property in the Portland Harbor.

**MW NUM:** 701210, 701211, 701209

**RTP Related:** 11208
**Recent Study:** Terminal 4 Pier 1 Facility Plan (TEC Inc.)

**Port Strategic Area:** Drive Regional Prosperity
- RTP 2045 Illustrative
- RTP 2045 Constrained
- Conditioned Project
- Identified in STIP

**Unfunded:** $38,000,000
**Project Name:** Barnes to Terminal 4 Rail

- **Map ID:** 68
- **Time Frame (Years):** 5 years
- **Total Cost:** $10,543,000
- **Year of Cost Estimate:** 2016
- **Project Type:** Rail
- **Operation Area:** Rivergate
- **Project Description:** Provide a new track from Barnes Yard to Terminal 4. Includes replacement of Lombard Bridge.

  **Purpose:** Improve rail access to Terminal 4.

- **MW NUM:**
- **RTP Related:** 11355
- **Recent Study:** Marine Terminal Master Plan 2020 (2003)
- **Port Strategic Area:** Drive Regional Prosperity

- **Port Share Committed:**
- **Port Share Forecasted:**
- **Unfunded:** $10,543,000

**Project Name:** Terminal 4 Automobile Yard Expansion

- **Map ID:** 69
- **Time Frame (Years):** 10 years
- **Total Cost:** $3,000,000
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** Design and construct six acres of porous pavement parking for the storage of imported automobiles.

  **Purpose:** The project will provide additional land to meet auto storage capacity needs of Toyota, supporting the Port's automobile import business line.

- **MW NUM:**
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Drive Regional Prosperity

- **Port Share Committed:**
- **Port Share Forecasted:**
- **Unfunded:** $3,000,000
Project Name: **T4 Electrical Replacements**

- **Map ID:** 70  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $2,000,000  
- **Year of Cost Estimate:** 2019  
- **Project Type:** Marine  
- **Operation Area:** Rivergate  
- **Project Description:** Replace obsolete electrical components.  

**Purpose:** Replace obsolete electrical components at Terminal 4, including relocating and replacing the feeder between the grain elevator and Berth 401.

**MW NUM:** 701386

**RTP Related:**
- [ ] RTP 2045 Illustrative
- [ ] RTP 2045 Constrained

**Recent Study:**
- [ ] Cathedral Park Whistle Free Zone Strategic Options, Parametrix (2007)

**Port Strategic Area:** Connect People and Businesses to Markets

**Unfunded:** $2,000,000

---

Project Name: **Cathedral Park Quiet Zone**

- **Map ID:** 71  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $8,200,000  
- **Year of Cost Estimate:** 2007  
- **Project Type:** Rail  
- **Operation Area:** Rivergate  
- **Project Description:** Address rail switching noise by improving multiple public rail crossings in the St. Johns Cathedral Park area.

**Purpose:** To allow auto import operations to continue to grow in N. Portland and improve neighborhood livability.

**MW NUM:**

**RTP Related:** 10375

**Recent Study:** Cathedral Park Whistle Free Zone Strategic Options, Parametrix (2007)

**Port Strategic Area:** Connect People and Businesses to Markets

**Unfunded:** $8,200,000

---
**Project Name:** St. Johns Pedestrian District

**Map ID:** 72  
**Time Frame (Years):** 5 years  
**Total Cost:** $3,346,000

**Project Type:** Road  
**Year of Cost Estimate:** 2005  
**Federal:** $3,002,365

**Operation Area:** Rivergate  
**State:** $343,635

**Project Description:** Improvements could include restriping, curb extensions and other pedestrian and bicycle amenities on Lombard St. that do not impede truck movement, as well as intersection improvements and signalization.

**Purpose:** Maintain truck movement and minimize conflicts with bicycles and pedestrians between Philadelphia Ave. and Lombard St. at Pier Park.

**Port Strategic Area:** Connect People and Businesses to Markets

- RTP 2045 Illustrative  
- RTP 2045 Constrained

**Unfunded:** RTP Related: 10182

**Recent Study:** St. Johns Truck Strategy Report & Recommendation (2001)

**Other:**

**Port Share Committed:**

**Port Share Forecasted:**

**Private:**

**SDC:**

---

**Project Name:** Willamette River Channel Deepening

**Map ID:** 73  
**Time Frame (Years):** 10 years  
**Total Cost:** $200,000,000

**Project Type:** Marine  
**Year of Cost Estimate:**

**Operation Area:** Rivergate  
**Federal:**

**Project Description:** Deepen the portions of the Willamette River with deep draft infrastructure to -43' where appropriate.

**Purpose:** To allow Willamette River terminals to benefit from the Columbia River's controlling depth. To follow maintenance to -40 feet.

**MW NUM:**

**RTP Related:**

**Recent Study:**

**Port Strategic Area:** Connect People and Businesses to Markets

- RTP 2045 Illustrative  
- RTP 2045 Constrained

**Unfunded:** $200,000,000
**Project Name:** Berth Deepening at T4

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Time Frame (Years)</th>
<th>Project Type</th>
<th>Operation Area</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>74</td>
<td>10 years</td>
<td>Marine</td>
<td>Rivergate</td>
<td>Deepen berths at Terminal 4 to allow deeper draft vessels to transit the planned 43 foot channel. Tied to Willamette River Channel Deepening. Cost TBD.</td>
</tr>
</tbody>
</table>

**Purpose:** Allow better utilization of Panamax-class bulk vessels.

**MW NUM:** 101999

**RTP Related:**
- RTP 2045 Illustrative
- RTP 2045 Constrained

**Recent Study:**
- Conditioned Project
- Identified in STIP

**Port Strategic Area:** Connect People and Businesses to Markets

**Unfunded:**
T2/SWAN ISLAND AREA PROJECTS
2020 PORT TRANSPORTATION IMPROVEMENT PLAN

Numbers represent the map ID#.
Project Name: **PSU ITS Expansion**

- **Map ID:** 75
- **Time Frame (Years):** 5 years
- **Total Cost:**
- **Year of Cost Estimate:**
- **Project Type:** ITS
- **Operation Area:** T2/Swan Island
- **Project Description:** Expand PSU’s existing web based ITS “count sensor” program beyond the freeway to some key arterials throughout the region and create a repository of regional freight data.

  **Purpose:** To secure truck flow and congestion data.

- **MW NUM:**
- **RTP Related:** 11104
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets

  - RTP 2045 Illustrative
  - RTP 2045 Constrained

- **Unfunded:**

Project Name: **Dredge Oregon Pipe, Scows and Pontoons**

- **Map ID:** 76
- **Time Frame (Years):** 5 years
- **Total Cost:** $10,200,000
- **Year of Cost Estimate:** 2014
- **Project Type:** Marine
- **Operation Area:** T2/Swan Island
- **Project Description:** Acquire 2,000 feet of dredge pipe, pontoons, anchor scows and anchors.

  **Purpose:** Allow Dredge Oregon to make full use of recent repower and pump material 14,000 feet.

- **MW NUM:** 700445
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Promote Excellence in Organizational Effectiveness

  - RTP 2045 Illustrative
  - RTP 2045 Constrained

- **Unfunded:** $10,200,000
**Project Name:** New Dredge Tender

- **Map ID:** 77
- **Time Frame (Years):** 5 years
- **Total Cost:** $6,000,000
- **Year of Cost Estimate:** 2014
- **Project Type:** Marine
- **Operation Area:** T2/Swan Island
- **Project Description:** Replace the existing vintage tugboat W.L. Williams with a newly constructed modern work-boat vessel. Repower tugboat Clackamas.

- **Purpose:** Improve operational support for Dredge Oregon dredging operations and improve environmental performance.

- **MW NUM:** 700251
- **RTP Related:**
  - Committed
  - Forecasted
- **Port Share**
  - Committed
  - Forecasted
- **Recent Study**
  - Private
  - Other
- **Port Strategic Area:** Promote Excellence in Organizational Effectiveness
  - RTP 2045 Illustrative
  - RTP 2045 Constrained
  - Conditioned Project
  - Identified in STIP

- **Federal:**
- **State:**
- **City:**
- **SDC:**

**Project Name:** Dredge Oregon Support Equipment

- **Map ID:** 78
- **Time Frame (Years):** 5 years
- **Total Cost:** $2,000,000
- **Year of Cost Estimate:** 2015
- **Project Type:** Marine
- **Operation Area:** T2/Swan Island
- **Project Description:** Repower or replace navigation equipment including support vessels and landside equipment such as bulldozers.

- **Purpose:** Improve productivity and environmental performance.

- **MW NUM:**
- **RTP Related:**
  - Committed
  - Forecasted
- **Port Share**
  - Committed
  - Forecasted
- **Recent Study**
  - Private
  - Other
- **Port Strategic Area:** Connect People and Businesses to Markets
  - RTP 2045 Illustrative
  - RTP 2045 Constrained
  - Conditioned Project
  - Identified in STIP

- **Federal:**
- **State:**
- **City:**
- **SDC:**

- **Unfunded:**
  - $6,000,000
  - $2,000,000
### North Willamette Greenway Trail

- **Project Name:** North Willamette Greenway Trail
- **Map ID:** 79
- **Time Frame (Years):** 20 years
- **Total Cost:** $500,000
- **Year of Cost Estimate:** 2007
- **Project Type:** Bike/Ped
- **Operation Area:** T2/Swan Island
- **Project Description:** Pedestrian and bicycle trail from Kelly Point Park to the Steel Bridge along the Willamette River. The money associated for this project is for a study only.
- **Purpose:** Improve pedestrian and bicycle connectivity in North Portland. Coordinate implementation with the City of Portland.
- **MW NUM:**
  - RTP 2045 Illustrative
  - RTP 2045 Constrained

### Portland Terminal Railroad Power Switches

- **Project Name:** Portland Terminal Railroad Power Switches
- **Map ID:** 80
- **Time Frame (Years):** 5 years
- **Total Cost:** $10,805,000
- **Year of Cost Estimate:** 2012
- **Project Type:** Rail
- **Operation Area:** T2/Swan Island
- **Project Description:** Install Dispatcher Controlled Power Switches between Lake Yard and Terminal 2.
- **Purpose:** Will reduce blockage of mainline for BNSF, UPRR and Amtrak.
- **MW NUM:**
  - RTP 2045 Illustrative
  - RTP 2045 Constrained

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**Unfunded:** $500,000

**RTP 2045 Illustrative:**

- Conditioned Project
- Identified in STIP

**RTP 2045 Constrained:**

- Unfunded: $10,805,000

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**Private:**

- Other:
**Project Name:** TTD Reconstruct runway 7-25

- **Map ID:** 81
- **Time Frame (Years):** 5 years
- **Year of Cost Estimate:** 2016
- **Total Cost:** $22,100,000
- **Operation Area:** East County
- **Operation Area:** East County
- **Operation Area:** East County
- **Project Type:** Aviation
- **Federal:** $15,470,000
- **State:**
- **City:**
- **Project Description:** Reconstruct existing 150’ x 5400’ runway; narrow to 75’ wide, reduce length to 4500’, relocate/reconstruct edge lighting, construct required drainage improvements.
- **Purpose:** Project identified in 2016 TTD Master Plan.
- **MW NUM:** 700429
- **RTP Related:**
- **Recent Study:** TTD 2016 Master Plan
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Port Strategic Area:** Connect People and Businesses to Markets
- □ RTP 2045 Illustrative
- □ RTP 2045 Constrained
- □ Conditioned Project
- □ Identified in STIP
- **Port Share Committed:**
- **Port Share Forecasted:** $6,630,000
- **Private:**
- **Other:**
- **Unfunded:**

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**Project Name:** 40 Mile Loop Trail: Blue Lake Park to Sundial Rd.

- **Map ID:** 82
- **Time Frame (Years):** 5 years
- **Year of Cost Estimate:** 2014
- **Total Cost:** $3,424,073
- **Operation Area:** East County
- **Operation Area:** East County
- **Operation Area:** East County
- **Project Type:** Bike/Ped
- **Federal:** $3,072,421
- **State:**
- **City:** $117,217
- **SDC:**
- **Project Description:** Construct a mixed use off road trail connecting Blue Lake Park and Sundial Road.
- **Purpose:** Combined with the Port's Reynolds levee trail it will complete gaps in the 40 Mile Loop Trail.
- **MW NUM:** 102069
- **RTP Related:** 12075
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Port Strategic Area:** Connect People and Businesses to Markets
- **Port Strategic Area:** Connect People and Businesses to Markets
- □ RTP 2045 Illustrative
- □ RTP 2045 Constrained
- □ Conditioned Project
- □ Identified in STIP
- **Port Share Committed:** $234,435
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:**
**Project Name:** Sundial Road at Graham Road

- **Map ID:** 83
- **Project Type:** Road
- **Operation Area:** East County
- **Project Description:** Install traffic signal.

- **Time Frame (Years):** years
- **Total Cost:** $1,000,000
- **Year of Cost Estimate:** 2017
- **Federal:**
- **State:**
- **City:**
- **SDC:**

- **Purpose:** Address traffic growth at Troutdale Reynolds Industrial Park.

- **MW NUM:**
- **RTP Related:** 11190
- **Recent Study:** Troutdale Reynolds Traffic Study
- **Port Strategic Area:** Drive Regional Prosperity
  - RTP 2045 Illustrative
  - RTP 2045 Constrained
  - Conditioned Project
  - Identified in STIP

- **Unfunded:** $1,000,000

**Project Name:** TRIP Road Access Phase 3

- **Map ID:** 84
- **Time Frame (Years):** 10 years
- **Total Cost:**
- **Year of Cost Estimate:**
- **Federal:**
- **State:**
- **City:**
- **SDC:**

- **Project Type:** Road
- **Operation Area:** East County
- **Project Description:** Road improvements to serve Phase 3 industrial development. Actual project will be developed in coordination with stakeholders.

- **Purpose:** Address off-site transportation impacts.

- **MW NUM:** 700215
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Drive Regional Prosperity
  - RTP 2045 Illustrative
  - RTP 2045 Constrained
  - Conditioned Project
  - Identified in STIP

- **Unfunded:**
Project Name: **Sandy Blvd. Widening to 4 lanes**

Map ID: 85  
Time Frame (Years): 10 years  
Total Cost: $10,000,000

Project Type: Road  
Operation Area: East County

Project Description: Sandy Blvd. widen to 4 lanes and center turn lane (181st-202nd) with sidewalks and bike lanes.

Purpose: Improve east west capacity and serve developing industrial property.

MW NUM:  
RTP Related: 10443  
Recent Study: 

Port Strategic Area: Connect People and Businesses to Markets

- RTP 2045 Illustrative
- RTP 2045 Constrained

Unfunded: $10,000,000

RTP 2045 Constrained Identified in STIP

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Project Name: **Sandy Blvd. Widening to 3 lanes**

Map ID: 86  
Time Frame (Years): 10 years  
Total Cost: $7,438,000

Project Type: Road  
Operation Area: East County

Project Description: Sandy Blvd. widen to 3 lanes (207th to 238th), add sidewalks and bike lanes.

Purpose: Improve east-west capacity and serve adjacent developing industrial property.

MW NUM:  
RTP Related: 10399  
Recent Study: 

Port Strategic Area: Connect People and Businesses to Markets

- RTP 2045 Illustrative
- RTP 2045 Constrained

Unfunded: $7,438,000

RTP 2045 Constrained Identified in STIP
### Project Name: NE Hogan at NE Stark Street

<table>
<thead>
<tr>
<th>Map ID: 87</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $1,908,431</th>
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</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td>Year of Cost Estimate: 2017</td>
<td>Federal:</td>
</tr>
<tr>
<td>Operation Area: East County</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Project Description: Add right turn lanes on all approaches and second northbound and southbound left turn lanes.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>Purpose: Address intersection capacity affecting access to Gresham Vista Business Park.</td>
<td></td>
<td>Port Share Committed:</td>
</tr>
<tr>
<td>MW NUM:</td>
<td></td>
<td>Port Share Forecasted:</td>
</tr>
<tr>
<td>RTP Related: 10511</td>
<td></td>
<td>Private:</td>
</tr>
<tr>
<td>Recent Study: East Metro Connections Plan</td>
<td></td>
<td>Other:</td>
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<tr>
<td>Port Strategic Area: Connect People and Businesses to Markets</td>
<td></td>
<td>Unfunded: $1,908,431</td>
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<tr>
<td>RTP 2045 Illustrative</td>
<td>Conditioned Project</td>
<td></td>
</tr>
<tr>
<td>RTP 2045 Constrained</td>
<td>Identified in STIP</td>
<td></td>
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</tbody>
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### Project Name: NE 223rd at Stark

<table>
<thead>
<tr>
<th>Map ID: 88</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $1,196,756</th>
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<tbody>
<tr>
<td>Project Type: Road</td>
<td>Year of Cost Estimate: 2017</td>
<td>Federal:</td>
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<tr>
<td>Operation Area: East County</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Project Description: Add eastbound and northbound right turn lanes and southbound left turn lanes.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>Purpose: Address intersection capacity affecting access to Gresham Vista Business Park.</td>
<td></td>
<td>Port Share Committed:</td>
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<tr>
<td>MW NUM:</td>
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<td>Port Share Forecasted:</td>
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<td>RTP Related: 10473</td>
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<td>Private:</td>
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<td>Recent Study: East Metro Connections Plan</td>
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<td>Port Strategic Area: Drive Regional Prosperity</td>
<td></td>
<td>Unfunded: $1,196,756</td>
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<tr>
<td>RTP 2045 Illustrative</td>
<td>Conditioned Project</td>
<td></td>
</tr>
<tr>
<td>RTP 2045 Constrained</td>
<td>Identified in STIP</td>
<td></td>
</tr>
</tbody>
</table>
Project Name: NE 238th Drive: Halsey to Glisan

Map ID: 89  Time Frame (Years): 5 years  Total Cost: $9,769,340
Project Type: Road  Year of Cost Estimate: 2017
Operation Area: East County  Federal: $9,769,340
Project Description: Construct improvements for freight by modifying road curvature. Also adds improvements for bikes and pedestrians.

Purpose: Will improve freight access to Gresham Vista Business Park.

MW NUM:  
RTP Related: 11373  
Recent Study: East Metro Connections Plan
Port Strategic Area: Drive Regional Prosperity

☐ RTP 2045 Illustrative  ☐ Conditioned Project
☐ RTP 2045 Constrained  ✔ Identified in STIP

Project Name: NE 223rd Avenue Widening

Map ID: 90  Time Frame (Years): 5 years  Total Cost: $4,437,809
Project Type: Road  Year of Cost Estimate: 2017
Operation Area: East County  Federal:  
Project Description: Widen to three lanes between Halsey Street and Marine Drive.

Purpose: Upgrade the facility to major collector urban street standards.

MW NUM:  
RTP Related: 10388, 10389  
Recent Study:  
Port Strategic Area: Connect People and Businesses to Markets

✔ RTP 2045 Illustrative  ✔ Conditioned Project
✔ RTP 2045 Constrained  ✔ Identified in STIP

Unfunded: $4,437,809